S
338.4
T6CTEPM
2000
1

MONTANA'S COMMUNITY TRANSPORTATION ENHANCEMENT PROGRAM

STATE PUBLICATIONS COLLECTION

NOV 02 2007

MONTANA STATE LIBRARY
1515 E. 6th AVE.
HELENA, MONTANA 59620

U.S. DOCUMENTS COLLECTION
GOVT. DEPOSITORY LIBRARY

NOV 02 2007

342
MONTANA STATE LIBRARY
PLEASE RETURN

JANUARY 2000

Montana State Library
3 0864 1004 1476 5

Table of Contents

Introduction

Part I: Community Transportation Enhancement Projects

Rivers Edge Trail (Great Falls, Cascade County) ..... Page 1

Bicycle and Pedestrian Walkway (Wolf Point, Roosevelt County) ..... Page 2

Bicycle and Pedestrian Path (Stevensville, Ravalli County) ..... Page 3

Sidewalks (Stanford, Judith Basin County) ..... Page 4

Kennedy Park Trail (East Helena, Lewis & Clark County) ..... Page 5

Ulm Pishkun Land Acquisition (Cascade County) ..... Page 6

Fort Benton Interpretive Overlook (Fort Benton, Chouteau County) ..... Page 7

Airport Landscape (Butte, Butte/Silver Bow County) ..... Page 8

Courthouse Landscaping (Columbus, Stillwater County) ..... Page 9

Landscaping (Roundup, Musselshell County) ..... Page 10

Fireman's Park (Libby, Lincoln County) ..... Page 11

Fort Peck Theater Rehabilitation (Fort Peck, Valley County) ..... Page 12

UPRR Depot Rehabilitation (West Yellowstone, Gallatin County) ..... Page 13

Yucca Theatre Rehabilitation (Hysham, Treasure County) ..... Page 14

CM Russell Auto Tour Brochure (Judith Basin County) ..... Page 15

Milwaukee Railroad Right-of-Way (Missoula, Missoula County) ..... Page 16

Part II: State Sponsored Transportation Enhancement Projects

Sidewalks And Ramps (Butte District - no photos) ..... Page 17

Plastic Striping Rehabilitation (Glendive District) ..... Page 18

Skalkaho Road (Missoula District) ..... Page 19

U.S. 2/7th Ave., Storm Drain (Wolf Point, Glendive District) ..... Page 20

INTRODUCTION

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA21) provided for a substantial increase in the funding available for transportation projects. The Transportation Enhancement set-aside, a component under ISTEA and TEA21, allows states and communities to fund various projects which are related to and enhance the transportation system such as bicycle and pedestrian paths, historic building renovations and roadway landscaping.

This document is a testament to the Montana Department of Transportation Community Transportation Enhancement Program (MDT-CTEP) which has been instrumental in allowing Montana's communities the opportunity to explore and expand the potential of many different areas of transportation enhancement. The communities have been able to implement projects that without CTEP could not otherwise been accomplished.

Each project must qualify for one of the following twelve categories to be eligible for funding under the Enhancement Program.

- Pedestrian and bicycle facilities
- Acquisition of scenic easements and historic or scenic sites
- Scenic or historic highway programs including provisions of tourist and welcome center facilities
- Landscaping and other scenic beautification
- Rehabilitation and operation of historic transportation buildings, structures, or facilities (including railroads)
- Historic preservation
- Archaeological planning and research
- Mitigation of water pollution due to highway runoff or reduction of vehicle-caused wildlife mortality while maintaining habitat connectivity
- Preservation of abandoned railway corridors (including the conversion and use for pedestrian or bicycle trails)
- Control and removal of outdoor advertising
- Establishment of transportation museums
- Provisions of safety and educational activities for pedestrians and bicyclists

A sampling of some of the completed projects throughout the state are displayed in the following pages along with a brief description of the location and history of the project.

The projects for this document have been divided into two parts: 1) The projects developed through the Community Transportation Enhancement Program, the program specifically developed for Montana's local communities under the general Transportation Enhancement set-aside; and 2) The state sponsored enhancement projects.

Part I Bicycle/Pedestrian Facility

RIVER'S EDGE TRAIL (Great Falls)

(Winner of the American Planning Association's 1996 National Planning Award)

The Missouri River has always played a major role in the life of Great Falls. Flowing through the heart of the city, it offers an unmatched combination of natural beauty and history. The River's Edge Trail on the banks of the mighty river is a wonderful example of a community working together to achieve a big dream. It is a continuing cooperative project with partners stemming from governmental agencies, businesses, volunteer citizen's groups, and individuals all pooling their talents and resources to maintain, extend and improve the trail.

First visioned in 1980, after the last railroad cars of the financially ailing Milwaukee Railroad left Great Falls, the trail now stretches from Oddfellows Park, below 10th Avenue South and the Warden Bridge to Giant Springs Heritage State Park and the Rainbow Falls overlooks. So far, 7.1 miles of the trail are paved with overlooks, tunnels, bridges, picnic tables, rest area benches, toilet and drinking facilities, interpretive signs, a small pond and a Caboose static display in honor of the significance of the railroad's contribution to the growth of Great Falls. Many of the facilities along the 7.1 miles accommodate the physically impaired as well.

The vision to expand the trail to the other side of the river and down to the Great Falls of the Missouri at Ryan Dam (an 11 mile extension) are already in the works.

STPE 7(19)
SCOPE: Design and construction of a multi-use trail to extend River's Edge Trail. Multi-part project to include acquisition of right-of-way.
TOTAL PROJECT COST: $518,059
FEDERAL AID PARTICIPATION: $246,448

STPE 5299(17)
SCOPE: Design, land acquisition and construction of trail/park improvements to include: landscaping, river landing, trailhead parking area, irrigation and other amenities for bicyclists and pedestrians.
TOTAL PROJECT COST: $40,700
FEDERAL AID PARTICIPATION: $35,238

STPE 5299(23)
SCOPE: Design and construction of a multi-use trail approximately 10 ft. wide and 14,400 ft. long. Asphalt surfacing, gravel subsurface.
TOTAL PROJECT COST: $416,426
FEDERAL AID PARTICIPATION: $333,141

STPE 5299(27)
SCOPE: Design and construction of a multi-use trail approximately 10 ft. wide and 2,590 long. Asphalt surfacing, gravel subsurface, chainlink safety fencing, extension of an existing storm drain, seeding of disturbed land and planting of trees and shrubs.
TOTAL PROJECT COST: $110,609
FEDERAL AID PARTICIPATION: $88,488

Black Eagle Dam and Falls

Refurbished King Railroad Bridge

RIVER'S EDGE TRAIL

Part I Bicycle / Pedestrian Facility

BICYCLE AND PEDESTRIAN WALKWAY (Wolf Point)

The 6th Avenue bicycle and pedestrian walkway was developed by the City of Wolf Point in cooperation with Roosevelt County. It provides safe non-motorized transportation to the city's north side. After Burlington Northern completed renovation of the 6th Avenue crossing, motorists, bicyclists and pedestrians increased utilization of 6th Avenue to access a retirement home, the recreation complex, schools, area churches, and residences. Concern for the safety of the pedestrians and bicyclists due to the increased congestion of the area prompted action for the construction of this walkway.

STPE 43(14)
SCOPE: Design and construction of a walkway along the east edge of 6th Avenue, within the City of Wolf Point right-of-way, to include excavation, curb and gutter.
TOTAL PROJECT COST: $212,400
FEDERAL AID PARTICIPATION: $187,850

Before

After

Wolf Point's 6th Ave. walkway

Part I Bicycle/Pedestrian Facility

BICYCLE AND PEDESTRIAN PATH (Stevensville)

In the Spring of 1991, the Stevensville Civic Club sponsored three public forums on "Visions - Future for Stevensville". One of the priorities of the citizens was a pedestrian and bicycle path from town to the Bitterroot River which would also accommodate the disabled. Stevensville's population consists of a large number of retirees and low income families. There was definitely ample need for a walkway to the river to serve all citizens but especially those with impairments. The Ravalli County Commissioners wholeheartedly approved the idea of the path and helped the town fund the project.

STPE 41(13)
SCOPE: Design and construction of a 8 ft. wide asphalt bike/pedestrian path within Montana Department of Transportation right-of-way.
TOTAL PROJECT COST: $99,176
FEDERAL AID PARTICIPATION: $79,341

Stevensville pathway along highway

Pathway bridge

Stevensville Bike/Pedestrian path

Part I Bicycle/Pedestrian Facility

SIDEWALKS IN STANFORD (Judith Basin County)

This project involved the design and construction of new sidewalks in various areas of the City. The local citizens wanted to upgrade the sidewalks to Americans with Disabilities Act standards as well as improve on the appearance and usability of the old sidewalks for all citizens. Some of the more prominent buildings in the project area are the local Senior's Center and County Courthouse.

STPE 23 (9)
SCOPE: Design and construction of sidewalks at three locations within the community of Stanford: Judith Basin County Courthouse, Senior Citizen's Center and along main street. Project included new steps to the courthouse and ADA accommodations.
TOTAL PROJECT COST: $50,875
FEDERAL AID PARTICIPATION: $40,700

Stanford's new Main Street sidewalk

Part 1 Bicycle/Pedestrian Facility

KENNEDY PARK TRAIL (Lewis & Clark County)

This project is located in the City of East Helena Kennedy Park. The City of East Helena wanted to upgrade the gravel-walking trail in the park to concrete and make the trail handicap accessible.

This project enhances the park and provides the residents easier access to the park and the facilities. Many residents use the park as an area for walking and recreation. The trail was part of the overall plan for the park.

STPE 25(17)
SCOPE: Construction only for a pedestrian path project that includes: Base preparation and concrete surfacing for a path approximately 1,700-feet long and 5 to 6-feet wide. All work will be in accordance with current design standard and ADA requirements

TOTAL PROJECT COST: $22,280.00
FEDERAL AID PARTICIPATION: $19,290.02

Pouring concrete sidewalk at Kennedy Park

Finished sidewalk

Part I Acquisition of Historic Site

ULM PISHKUN LAND ACQUISITION (Cascade County)

The Ulm Pishkun Buffalo Jump is perhaps the largest buffalo jump in the world. The site has exceptional archeological value for interpreting prehistoric buffalo jump cultures and bison/prairie ecology. The land holds substantial sacred values for the Blackfeet and Gros Ventre tribes as well as other tribes who used buffalo calling as part of their buffalo jumping tradition. This project involved the purchase of 35.23 acres of land for the purpose of protecting this land from undesirable development and enhancing the native shortgrass prairie at Ulm Pishkun Buffalo Jump at Ulm Pishkun State Park. The Park is located approximately 10 miles southwest of Great Falls.

STPE 7(20)
SCOPE: The purchase of approximately 35 acres at the Ulm Pishkun State Park entrance for the purpose of additional field research, survey and mapping.
TOTAL PROJECT COST: $30,000
FEDERAL AID PARTICIPATION: $25,974

Ulm Pishkun State Park
"Publicity Brochure"

FORT BENTON INTERPRETIVE OVERLOOK (Chouteau County)

Founded in 1846 as a fur post, Fort Benton is the oldest continuously inhabited settlement in Montana. From its palisaded walls, it grew into the most important transportation center in the Northwest. Trails led to all points of the compass, carrying goods and supplies to pioneers in both the U.S. and Canada.

Steamboats docked at Fort Benton's levee. Freight was loaded into giant wagons pulled by hundreds of mules and oxen to faraway places in Idaho, Washington and Alberta.

Today visitors can glimpse a peek at the heritage of the Northwest's "most important transportation center" through Fort Benton's new interpretive overlook located just west of Fort Benton on U.S. Route 87. This overlook was one of Chouteau County's three interpretive overlooks constructed through the Community Transportation Enhancement Program.

STPE 8(12)
SCOPE: Construction of three viewing platforms and fabrication and installation of interpretive signs for each.
TOTAL PROJECT COST: $68,040 (three overlooks)
FEDERAL AID PARTICIPATION: $58,908

Before

Ft. Benton Interpretive Overlook

After

AIRPORT LANDSCAPING (Butte/Silver Bow County)

This project enhances the Harrison Avenue entrance to the Bert Mooney Airport using a combination of airport funds, CTEP funds, in kind labor and community volunteers. This project continues to build on the previous entrance enhancement project started in 1986.

In the 1988 Economic Development Report, over 100 local business and economic development leaders identified the need to expand and improve Butte's air service and airport facilities. One of the keys toward achieving this goal was to enhance the airport entrance.

Again, in October 1989 during the project "Strategy 2000", one of the priority civic improvements identified was the need to enhance the entrance of the airport.

STPE 1899(2)
SCOPE: Purchase of 55 trees , 220 shrubs, 300,000 square feet of sod, drilling of two new wells and installation of an irrigation system.
TOTAL PROJECT COST: $112,000
FEDERAL AID PARTICIPATION: $54,000

Butte's Bert Mooney Airport

Parking lot island landscaping

Tree Scape

Part I Landscaping/Scenic Beautification

COURTHOUSE LANDSCAPING (Stillwater County)

The Stillwater County Courthouse is a stately brick building with massive Doric columns framing the front entrance. It was built in 1920 and is set on a city block within the Town of Columbus surrounded by public streets on all four sides. Original 1920 landscape plans called for juniper shrubs to be planted around portions of the building perimeter but for unknown reasons, this was never completed. The community felt the building needed landscaping improvements and decided to complete the original 1920 landscape plans with some minor upgraded modifications such as brick planters and an automatic drip watering system.

STPE 48(16)
SCOPE: Design and construction for landscaping around the courthouse on three sides. Bermed topsoil in brick planters with low growing shrubs and a drip watering system for the new plants.
TOTAL PROJECT COST: $15,325
FEDERAL AID PARTICIPATION: $13,268

Side view before

Front view after

Side view after

Stillwater County Courthouse Landscaping

LANDSCAPING (Roundup)

The triangle at the north end of Main Street was an unkept patch of weeds and gravel owned by the state. The residents of Roundup proposed to use some of their enhancement allocation to plant grass, install sprinklers and curb the triangle to beautify this entrance to their community. Future plans for the triangle include shrubs, wood fencing, and junipers. Another section along a sidewalk at "Laundry Hill" was experiencing constant erosion and washout onto the sidewalk. Design and construction of a retaining wall with anti-erosion blanket and vegetation will help to keep the sidewalk clear and minimize erosion of the hill.

STPE 33(10)
SCOPE: The design and construction for building a retaining wall at one location, minor curb and gutter work at the location on right-of-way owned by the Montana Department of Transportation and the installation of an underground sprinkler system, planting grass and shrubs at both locations.
TOTAL PROJECT COST: $49,600
FEDERAL AID PARTICIPATION: $42,944

Left: New retaining wall at Laundry Hill

Above: Mulch bed and stabilization rock for vegetation to be planted behind retaining wall

Above: North Main Street triangle with landscape rock, grass and curbing

Part 1 Landscaping/Scenic Beautification

FIREMAN'S PARK (Lincoln County)

This project is located in the City of Libby Fireman's Park. The eagle sculpture is located in the front right area of this park, directly parallel with U.S. Highway #2. This location allows the public to park safely and view the sculpture at close range.

The sculptors are Todd Berget of Libby and Darien Greason of Bethel, Alaska. The head and tail of the eagle are made of stainless steel while the body and wings are made from acid treated iron. The acid treatment promotes a rusty color of the iron surface, thereby giving the eagle the color associated with the National symbol. The 2 ton eagle has a 37 foot wingspan, measures 24 feet long from beak to tail feathers and is mounted on a 28 foot pole.

The Libby Area Chamber of Commerce feels this project enhances the surrounding beauty and adds aesthetic value to the area. The project stimulated the involvement of the local bird clubs, U.S. Forest Service, S.C. Corp. of Engineers, and other community individuals to create and develop the historical value and celebration of the eagles.

STPE 48(16)
SCOPE: Design and construction for a landscaping project that includes: Purchasing, cutting, welding and placing a sculpture of a bald eagle in a City Park. This also includes the necessary concrete footings, construction of flower planters, artistic lighting and informational sign.
TOTAL PROJECT COST: $17,600
FEDERAL AID PARTICIPATION: $15,238

Sculptor working at night

Photo courtesy of Western News

Eagle Sculpture in Libby at Fireman's Park

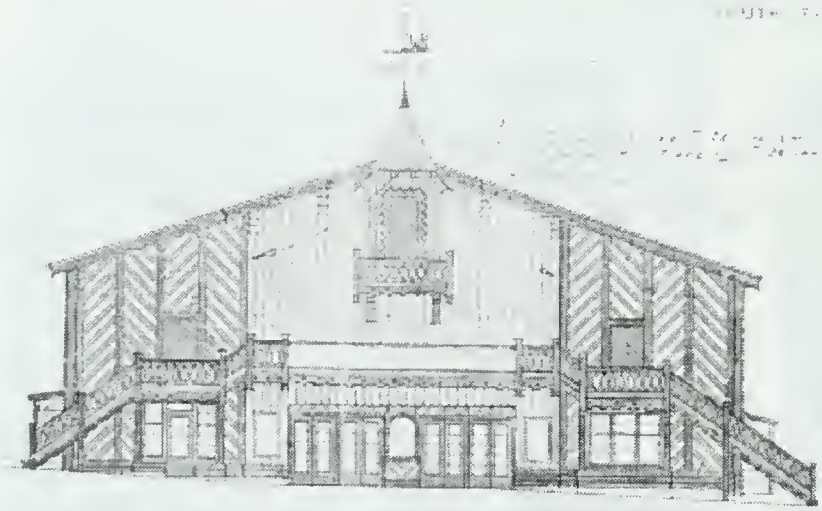
FORT PECK THEATRE (Valley County)

The historic Fort Peck Theatre rises dramatically from the northeastern Montana prairie in testament to the artistry and craftsmanship of another era. Originally built as a temporary structure to entertain the 30,000 people who flocked to the Fort Peck Dam project in search of work during the 1930's depression, it remains an eloquent expression of the vigor and pride those laborers brought to their tasks.

Constructed entirely of wood in the Swiss motif, the Theatre is graced with hand-built light fixtures, complete with hand-blown glass created by the Corps of Engineers on site. The massive wooden beams spanning the auditorium are nearly two feet thick, 74 feet long and were all hand-hewn.

The Theatre is located in the townsite of Fort Peck adjacent to Highway 117.

STPE 53(19)
SCOPE: Restoration of the theater marquee to include the neon sign, balcony, stairs to the balcony and the facade of the lower portion of the building.
TOTAL PROJECT COST: $73,525
FEDERAL AID PARTICIPATION: $63,657



The "Vision"

The Results

Fort Peck's Theatre

UNION PACIFIC R/R DEPOT REHABILITATION (West Yellowstone)

The Union Pacific Dining Hall is a building located approximately a block and a half from the west entrance to Yellowstone National Park. Because of its location, thousands of visitors to West Yellowstone walk or drive by this site each year.

Originally constructed in 1925, the building was deeded to the Town of West Yellowstone is 1969 by Union Pacific Railroad. It had undergone two extensive rehabilitation projects since then but little work had ever been done to preserve the historic exterior of the structure.

STPE 16(20)
SCOPE: Design and construction to include repair of a roof truss, log and frame rafter tails, fir slab siding and resetting some of the stonework on the building.
TOTAL PROJECT COST: $42,326
FEDERAL AID PARTICIPATION: $34,839

Left: Fir slab siding and old felt removed.
Note: New rafter tails and eaves in right side

Right: New felt installed and original siding being reinstalled

Left: Various stages of work in progress including resetting of stonework

West Yellowstone's Union Pacific Railroad Dining Hall

YUCCA THEATRE REHABILITATION (Treasure County)

The Yucca Theatre was originally constructed in 1931 by Dave and Jim Manning as the first talking picture theater in the region. A strong expression of Southwestern Mission Architectural style with battered stucco walls, towers, and wood pole "vega" detailing calls attention to and contributes to the significance of the structure within the community.

Over the years, a residence addition was added to, and incorporated within the support spaces to the Theatre. Eventually the living quarters expanded to overtake the stage, screen, and a significant portion of the seating in the then nonoperating theater. The result is an extremely unique combination of historical architectural elements physically and historically intertwined with the life, home and collections of a significant statewide historical figure, Senator Dave M. Manning.

A local museum since 1992, the Yucca Theatre continues to reflect its links to Hysham's early development and now commemorates the Theatre's long history and the career of Senator Manning.

STPE 52(11)
SCOPE: Construction included replacement of the vegas, exterior painting, roof repair, replacement of glass block windows and vestibule doors.
TOTAL PROJECT COST: $33,830
FEDERAL AID PARTICIPATION: $29,290

1980 photo of theatre entrance

Before

Hysham's Yucca Theatre

After

CM RUSSELL AUTO TOUR BROCHURE (Judith Basin County)

The auto tour brochure uses the art of C. M. Russell to interpret the rich history of the Judith Basin in Central Montana. The Montana Legislature designated Highway 87 between Great Falls and Lewistown as the "C. M. Russell Trail" because the Judith Basin is where the famous cowboy artist spent his first 10 years in Montana and the area is also the setting for many of his paintings.

STPE 23(7)
SCOPE: Printing costs for brochures about the CM Russell trail between Great Falls and Lewistown.
TOTAL PROJECT COST: $11,500
FEDERAL AID PARTICIPATION: $9,957

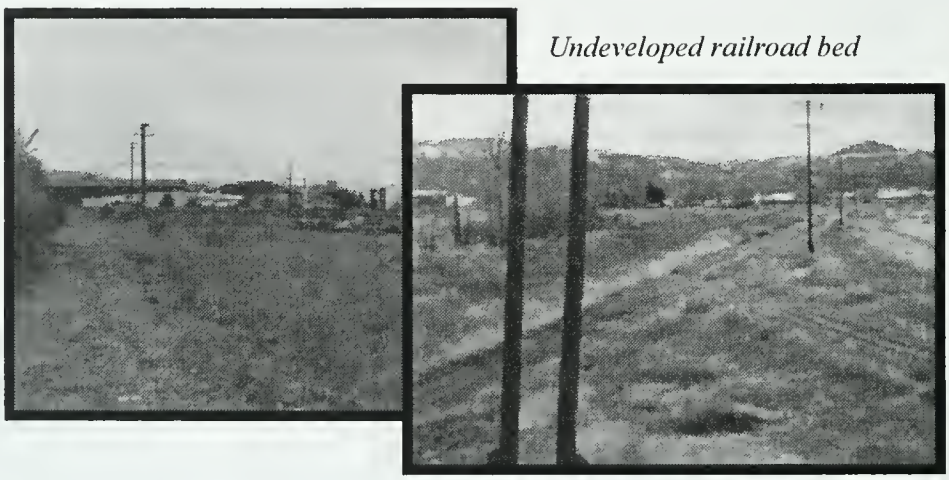
CM Russell Auto Tour Brochure

Part I Preservation of Abandoned Railway Corridors

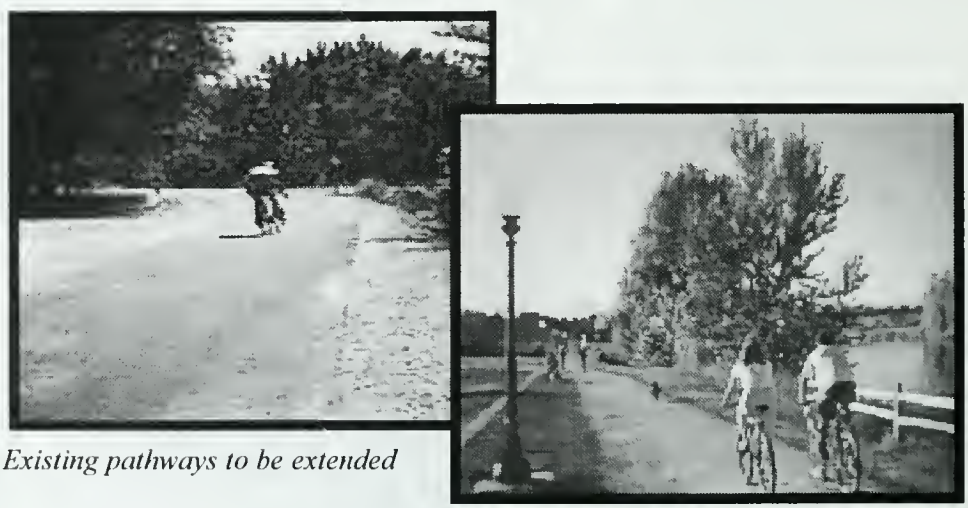
MILWAUKEE RAILROAD RIGHT-OF-WAY (Missoula)

The acquisition of additional right-of-way for future extensions to the Clark Fork Riverfront Trail System is essential to the continuity of the non-motorized network throughout Missoula. Paths along the downtown riverfront are at the heart of Missoula's trail network. Walking, bicycling, and in some places, horseback riding paths along the Clark Fork of the Columbia River connect city parks and open space, neighborhoods, businesses, and the University of Montana. Winter maintenance on the trails allow for walking and bicycling throughout the snow season. Routes branching off this central corridor link urban Missoula with its surroundings and provide far-reaching access to the great Montana outdoors.

STPE 8199(11)
SCOPE: To purchase right-of-way for future construction of a bicycle and pedestrian pathway.
TOTAL PROJECT COST: $150,000
FEDERAL AID PARTICIPATION: $120,000



Undeveloped railroad bed



Existing pathways to be extended

Aquisition of abandoned Milwaukee Railroad right of way

PART II
STATE SPONSORED ENHANCEMENT PROJECTS

Under ISTEA the State of Montana received $1million per year for 6 years to complete state sponsored enhancment projects. These projects were within MDT right away and had to qualify for one of the following ten categories to be eligible:

- Pedestrian an bicycle facilities
- Acquisition of scenic easements and historic or scenic sites
- Scenic or historic highway programs
- Landscaping and other scenic beautification
- Rehabilitation and operation of historic transportation buildings, structures, or facilities (including railroads)
- Historic preservation
- Archaeological planning and research
- Mitigation of water pollution due to highway runoff
- Preservation of abandoned railway corridors (including the conversion and use for pedestrian or bicycle trails)
- Control and removal of outdoor advertising

A sampling of the completed projects throughout the state are displayed in the following pages along with a brief description of the location and history of the project.

Part II State Sponsored Enhancement Projects

SIDEWALKS AND RAMPS (Butte District)

This project consisted of sidewalk enhancement work at three locations, one in Bozeman and two in Butte, to comply with ADA requirements.

STPE 0002(161)
SCOPE: Design and construction of ADA sidewalk improvements at three locations within the Butte District. Work includes new sidewalk, curb and gutter and wheelchair ramps at the intersections.

TOTAL PROJECT COST: $198,497
FEDERAL AID PARTICIPATION: $158,797

Part II State Sponsored Enhancement Projects

PLASTIC STRIPING REHABILITATION (District 4)

This large project involved various roadway improvements throughout the Glendive District to include ADA upgrades at intersections, crosswalk striping, new sidewalks, pedestrian push-button controls at signalized intersections and surfacing of the Poplar bikepath/walkway.

STPP-STPE 002(38)
SCOPE: A multi part project at five locations within the Glendive District.
TOTAL PROJECT COST: $2,118,615 ($13,801 of enhancement $'s)
FEDERAL AID PARTICIPATION: $1,980,173 ($13,801 of enhancement $'s)

Merrill Ave. High School crossing

Wheel chair ramps and safety rails on I-94 overpass at Merrill Ave.

ADA upgrades & striping

SKALKAHO ROAD

The Deer Lodge National Forest and Montana Department of Fish Wildlife and Parks personnel identified a problem stemming from the road surface and associated grading on Skalkaho Road. The roadway factors were combining to create erosion which led to a sedimentation problem in the creek affecting the water quality and the downstream fishery.

STPE 20(13)
SCOPE: The erosion control work consisted of a ditch on the opposite side of the road from the creek to divert water to settling basins and then to culverts which crossed under the road to the creek.
TOTAL PROJECT COST: $70,615
FEDERAL AID PARTICIPATION: $61,138

Left: holding pond from poor drainage

Right: erosion of road edge

Left: broken drainage pipe

Skalkaho Road damage to be repaired

Part II State Sponsored Enhancement Projects

WOLF POINT STORM DRAIN (US 2 & 7th Ave.)

The project involved extending the storm drain 375' to eliminate the existing outfall ditch. The elimination of the ditch would, in turn, reduce the sedimentation in the Wolf Creek watershed due to erosion of the side slope and improve the safety of the area for pedestrians, bicyclists and vehicular traffic.

The roadway widening and the construction of a walkway/bikepath on the north side of the outfall ditch resulted in 1 1/2:1 to 2:1 ditch side slopes. These steeper side slopes have experienced increased amounts of erosion, as well as presenting a hazard to pedestrians, bicyclists and vehicular traffic.

STPE 1-10(33)590
SCOPE: Extend the existing storm drain trunk line and connect it to the 60" RCP which crosses under US 2 at 1809+25. The fill over the new drain will result in 6:1 or flatter side slopes adjacent to both the roadway and the walkway/bikepath.
TOTAL PROJECT COST: $12,765
FEDERAL AID PARTICIPATION: $12,765

Right: Storm drain area before

Left and below: Storm drain area after

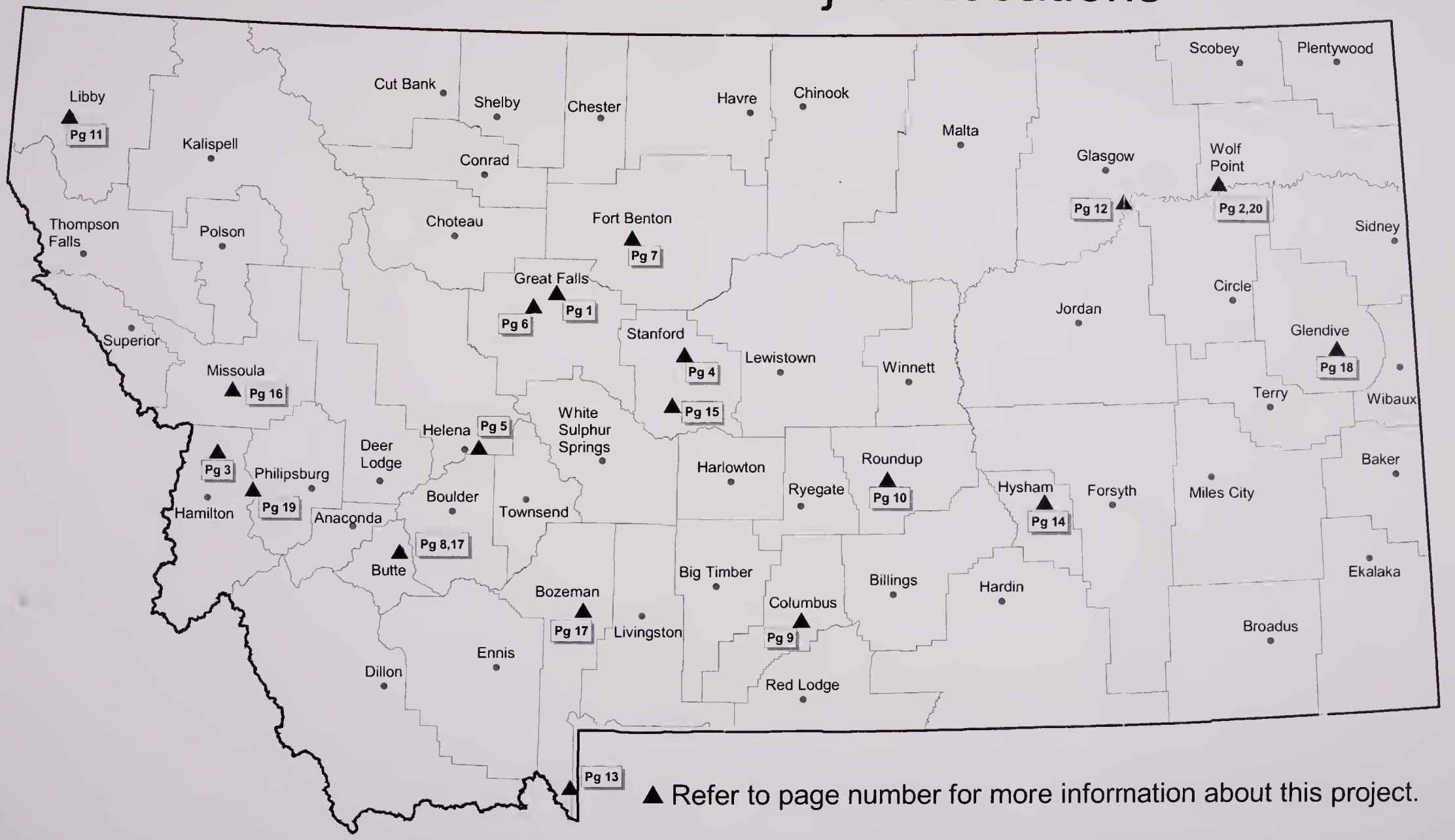
NOTES

NOTES

ns

mation about this project.

Selected CTEP Project Locations



▲ Refer to page number for more information about this project.

CTEP Sponsored Project Status As of 01/2000:

Currently, 333 CTEP projects are under development or completed. Local governments have obligated $31,100,677 of their available funds toward projects. The Department of Transportation has reimbursed $16.23 million for work completed.

The following is a summary of projects within each phase of the CTEP process:

Phase I - 24 projects are in the initial MDT review and approval phase
Phase II - 18 projects are in the CTEP Agreement Development process
Phase III - 85 projects are in the preliminary engineering phase
Phase IV - 94 projects are in the advertise/award and construction phase
Phase V - 112 projects are substantially completed/completed
TOTAL 333 Active or Completed Projects

Federal Cost Range: $4,698 to $1,751,244 - The average project cost in Federal dollars is $88,259.

Project size breakdown in dollars:

20.1% <25K
44.4% <50K
59.3% <75K
70.2% <100K
90.0% <200K
10.0% >200K

State Sponsored Project Status As of 01/2000:

53 State Projects totalling $5.4 million with 33 completed.

For more information about this program contact:

Jeff Ebert
MDT Transportation Planning Division
2701 Prospect Ave.
P.O.Box 201001
Helena, MT 59620-1001
Phone: (406)444-7639
Fax: (406)444-7671
E-Mail jebert@state.mt.us

For more information or to request additional copies of this document, contact:

Ed Hedlund, P.E.
CTEP Engineer
MDT Transportation Planning Division
2701 Prospect Ave.
P.O.Box 201001
Helena, MT 59620-1001
Phone: (406)444-0809
Fax: (406)444-7671
E-Mail ehedlund@state.mt.us

Mike Davis
CTEP Planning Coordinator
MDT Transportation Planning Division
2701 Prospect Ave.
P.O.Box 201001
Helena, MT 59620-1001
Phone: (406)444-4383
Fax: (406)444-7671
E-Mail midavis@state.mt.us

CTEP Sponsored Project Status As of 01/2000:

Currently, 333 CTEP projects are under development or completed. Local governments have obligated $31,100,677 of their available funds toward projects. The Department of Transportation has reimbursed $16.23 million for work completed.

The following is a summary of projects within each phase of the CTEP process:
Phase I - 24 projects are in the initial MDT review and approval phase
Phase II - 18 projects are in the CTEP Agreement Development process
Phase III - 85 projects are in the preliminary engineering phase
Phase IV - 94 projects are in the advertise/award and construction phase
Phase V - 112 projects are substantially completed/completed
TOTAL 333 Active or Completed Projects

Federal Cost Range: $4,698 to $1,751,244 - The average project cost in Federal dollars is $88,259.

Project size breakdown in dollars:
20.1% <25K
44.4% <50K
59.3% <75K
70.2% <100K
90.0% <200K
10.0% >200K

State Sponsored Project Status As of 01/2000:

53 State Projects totalling $5.4 million with 33 completed.

For more information about this program contact:

Jeff Ebert
MDT Transportation Planning Division
2701 Prospect Ave.
P.O.Box 201001
Helena, MT 59620-1001
Phone: (406)444-7639
Fax: (406)444-7671
E-Mail jebert@state.mt.us

For more information or to request additional copies of this document, contact:

Ed Hedlund, P.E.
CTEP Engineer
MDT Transportation Planning Division
2701 Prospect Ave.
P.O.Box 201001
Helena, MT 59620-1001
Phone: (406)444-0809
Fax: (406)444-7671
E-Mail ehedlund@state.mt.us

Mike Davis
CTEP Planning Coordinator
MDT Transportation Planning Division
2701 Prospect Ave.
P.O.Box 201001
Helena, MT 59620-1001
Phone: (406)444-4383
Fax: (406)444-7671
E-Mail midavis@state.mt.us

Montana Department of Transportation
Transportation Planning Division
2701 Prospect Avenue
PO Box 201001
Helena, MT 59620-1001
Phone (406)444-9273 or 1-800-714-7296
TTY(406)444-7696 or 1-800-335-7592

200 Copies of this publication were produced at an estimated cost of .28 cents per copy for a total of $56.00 which is the cost of printing.

Alternative accessible formats of Montana Department of Transportation publications will be provided upon request.